

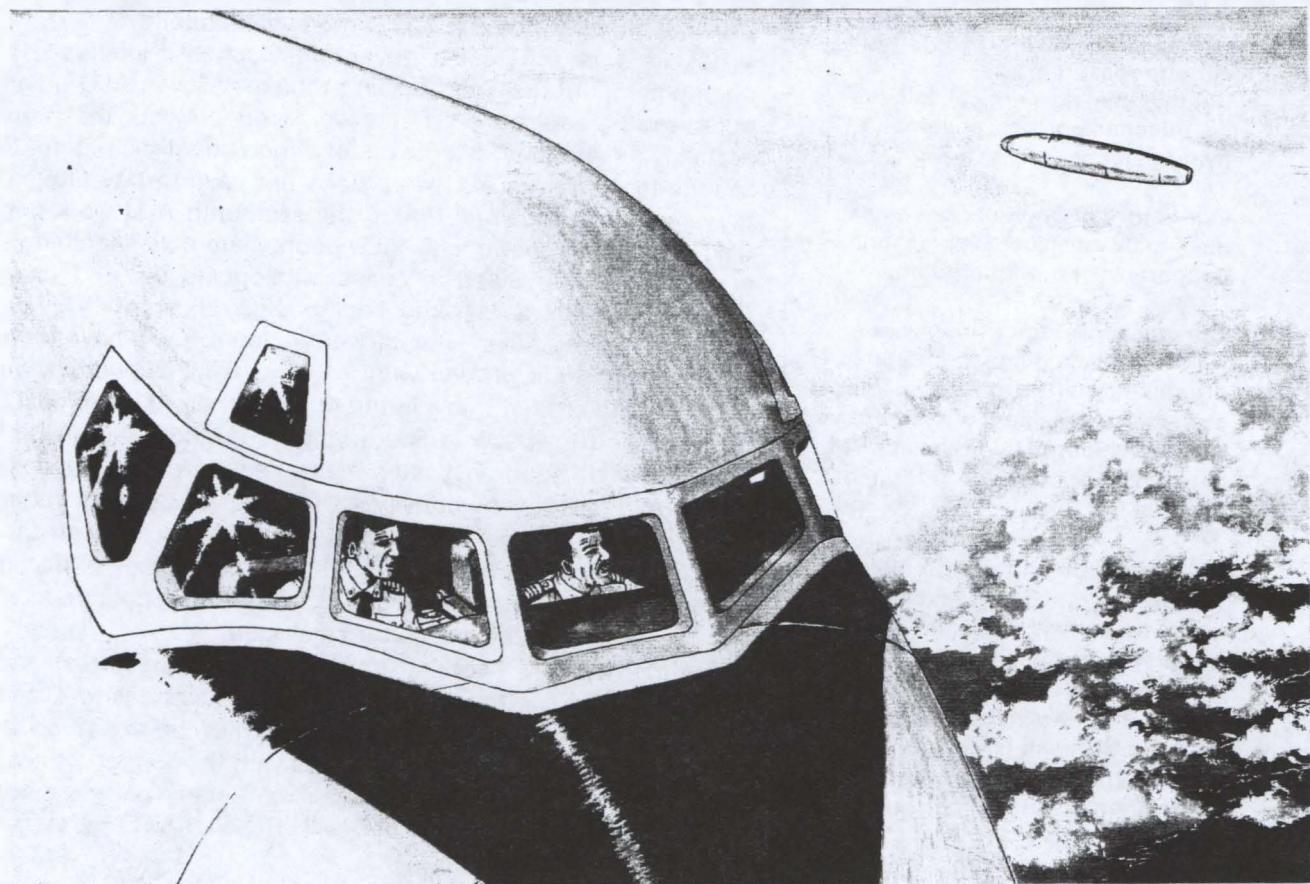
AFU Newsletter

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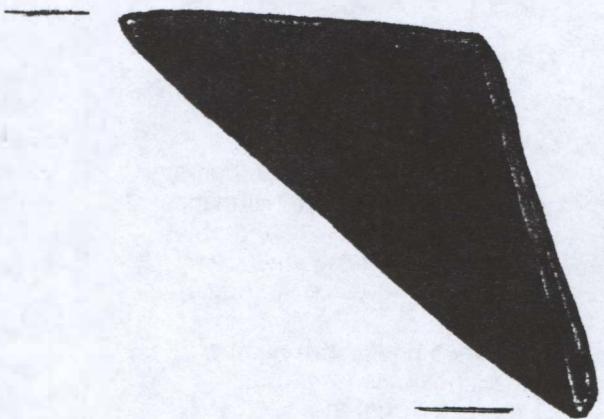
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Close encounters with unknown missiles



**Swedish security
police investigates
"cigar" sighting**

**Miniature stealth-
like plane
over Lake Vänern**



AFU Newsletter

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AFU Newsletter is published irregularly by Archives for UFO Research (AFU), founded in 1973. The newsletter started in 1975.

AFU is a non-profit, private foundation whose aims are:

- 1) to build a Swedish and international UFO library and research archive,
- 2) to support and encourage serious research, and,
- 3) to stimulate a critical, scientific discussion on unidentified flying objects.

Our library of books is open, via mail, to Swedish contributors and supporters of the foundation.

Our other collections (magazines, report files, clippings, personal & organizational archives) are available by visiting our library. Write or phone in advance. A copier is available for use at a nominal fee.

AFU welcomes all contributions to the foundation: exchange agreements with journals and newsletters; books and other documents on the subject of UFOs for review in the newsletter or in the Swedish language *UFO-Aktuellt* (paid circulation 1.500); your other donations; your support for our sponsor fund; your letters and comments.

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AFU Newsletter Issue 37, January 1992 - December 1993

A "new age" for the AFU archives

Events of the past ten months have meant nothing but a small "culture revolution" for us here at Archives for UFO Research. In this short time span we have taken over some very fine collections, we have inaugurated a new sponsor pool, we have moved into new - much larger - premises, and we have had - for the first time - a small staff of full-time people working for us. This chain of events is the one and only reason why this newsletter hasn't appeared for about one year and a half. We will try and get back on schedule now. Thank you for your patience, all you exchange magazine editors!

ALU is a new Swedish government scheme intended to keep unemployment rates (and social problems) down. ALU means that out-of-work people are offered works on projects that could not normally be financed, often work of a more idealistic nature. Organizations that arrange ALU work does not have to pay any salary to those employed. Salary, during the six-month ALU work period, is paid for by the government. "ALU people" are now searching for lost wrecks along the Swedish coast, cataloguing old and dangerous mine holes in the terrain and - doing UFO research!

As I write this, in early January 1994, four people have terminated six-month periods of ALU work for AFU & UFO-Sweden, and two other people are right now in the midst of their ALU periods. Others are expected to follow in line during 1994 and 1995. Peter Lundström and Ulf Lindqvist have made very fine contributions to the archives' report files by copying all UFO cases reported in the press for the 1970-1992 period. Jörgen Granlie, secretary on the UFO-Sweden, has completed a six-month ALU term coding and typing 600 cases to our computer file ScanCat. Jörgen will continue to work for us, specializing in the computer catalogue.

Stefan Roslund (working from his Stockholm home) ended, in December, his six months as a full-time assistant to Clas Svahn (AFU's vice chairman and UFO-Sweden's chairman) on editorial matters and in establishing contacts with the former Soviet Union. Stefan is fluent in Russian. As a result of Stefan's planning work Clas and Stefan spent a busy week with Russian UFO investigators in early October 1993.

Tobias Lindgren (also working at home, on his own computer) is transcribing dozens of audio tapes of witness interviews for our report archives. The texts are stored on diskettes and print-outs sorted into the report archives. Wolfgang Randlsek, another ufologist, works in his home on a dBase file of AFU's two thousand book titles. His work will finally make it possible for us to search for any subject code (Ufocode) in a computerized index of our collection.

Another contributing factor to our recent "sense of success" has been the transfer of most of our collection to new, much larger premises. By early 1993, the continuing flow of donations had crammed our old 38 square-meters-locality from top to floor! When two or more people worked there, simultaneously, we always seemed to bump into each other, in between the tightly packed shelves. It is hard to work effectively sorting out new donations when you, more or less, had to do it on the floor! Finally we found our new premises just a few hundred meters away from the old archive. The only problem was, of course - as always - financing.

Since 1980, when the AFU collection was moved to our premises here in Norrköping, rents and other fixed costs (electricity, 'phone, clipping subscription) have been payed for by the members of our board. With the proposed new archive, fixed costs would increase by some 300 percent.

Luckily a UFO-Sweden conference was planned for March 1993, here in Norrköping. Some thirty people came and saw the proposed new archive, dirty as it was then! The idea was very well received and a **sponsor pool** immediately created. Today, some 25 ufologists (and companies owned by UFO-interested people) each contribute between 50 and 400 SEK each month to our fixed costs, which amount to about 2.200 SEK. Since AFU is not primarily a membership/magazine publishing organization, this was the only solution to our predicament and it has worked very well.

Finally decided, it took us more than three months of hard labour to help empty and clean up the new place after 25-30 years of uninterrupted "rule of the spiders"; to paint it all white; and to put a new floor on the 74 square meters. Hundreds of hours were put into the project by the AFU team, and by our ALU people, in particular Ulf Lindqvist. Finally, the combined AFU/ALU team transferred the 150 meter collection "down the road".

The new archive was inaugurated with a party on October 31st, with all sponsors and ALU workers invited. Successively, since June, we have completed the interior with second-hand shelves, desks, telephones, an answering machine and other office equipment.

Our new premises make it possible to operate a small working staff. Four desks (plus a desk with a microfilm reader and another with a newly acquired IBM 286 computer) are available. Another two or three work-places may be arranged in our "old" archive, which we are now keeping for an expanding picture library, and for our growing collection of "paranormal" and esoteric literature. In all, AFU now has some 110 square meters (1.000 square feet), and may be one of (if not the) largest specialized UFO archives in the world.

The new premise make it possible to enroll, in the future, a small force of people to work on specialized (ALU and other) projects to enrich, sort out, structure and index our collection. Of course, it will also be possible to accomodate visiting researchers in a way that wasn't possible until now.

Materials and donations arrive at a rate of about one major donation per month. Among recent acquisitions we might mention the library (books, bound magazines, etc) of *Brevcirkeln Arcanum*, an esoteric society in Malmö which has existed for some 30 years.

The family of **Roland Adlerberth**, a recently deceased Gothenburg librarian, who was the first

Swede to continuously review UFO & fortean books, kindly donated his huge & unique clipping collection to AFU. Adlerberth excerpted everything on UFO's, fortean matters, folklore and "the space age", starting in the early 50's. We have also bought Adlerberth's mint condition collection of old UFO books and Clas Svahn is now negotiating the purchase of the fortean & von Däniken parts of the impressive 30.000 volume library.



Skandinavisk UFO Information (SUFOI) of Copenhagen, wellknown publishers of the excellent Danish magazine *UFO-Nyt*, recently donated some 100 kilos of superfluous magazines from their own archives. From **David Clarke**, Sheffield (UK) AFU has acquired his collection of documents on the 1896-1913 phantom airships in Britain, the US & New Zealand. AFU was the sole European bidder and the only one who could offer an open research milieu for the material.

While AFU supports the idea of national UFO archives we are more than willing to take on responsibility for any UFO-related collection, anywhere in the world. The alternative - that useful book & magazine collections, clipping and correspondence files, documents, reports, etc, hit the dustbin, is really a disaster! And - if you're interested in joining AFU's small force of sponsor pool members, please write or phone. We won't say no!

AFU is slowly becoming a wellknown "institution", poor but idealistic. We are now members of several archive associations. AFU is listed in archive directories. In October, the Swedish National Archives granted us a small sum (6.500 SEK) to pay for paper, audio cassettes and photo envelopes for our future ALU projects. Håkan Blomqvist's first book (just published in December) may stimulate further interest in our work.

Please continue your support. AFU is one of the few places in the world where you can count on that your labour of love, your magazine or your book, will be permanently on file for the future!

Anders Liljegren

AFU Newsletter 37

Security police investigates "cigar" sighting

by Clas Svahn

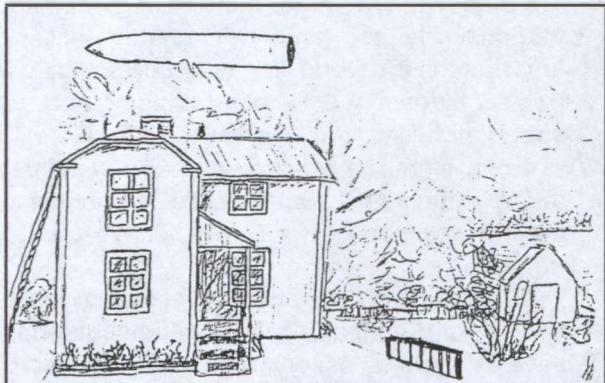
UFO sightings in broad daylight involving several witnesses are not common. However, such an incident took place at Håknäs, 40 km south of Umeå in the north of Sweden, in the autumn of 1991. As long as the investigation is in process, the witnesses must remain anonymous. This is one of many cases where representatives of the Swedish security police (SÄPO) have been ordered, by the military forces, to investigate a UFO sighting.

It was shortly after 1900 hrs on August 25, 1991. A married couple had just settled down in front of the TV set to watch the local news. It was still almost two hours before sunset and the sky was blue with a few clouds on the horizon.

Shortly thereafter, their daughter arrived from Umeå. She drove up to the house, turned the engine off and got out of the car.

This is her description of what followed:

- As I got out of the car, I heard the dull sound of an engine from above. I looked up and saw an object above the red house in the yard. It moved slowly across the sky. It was cylindrical and white. It had a pointed front and it was blunt at the end. It looked like a piece of piping.



- First I thought it was an aeroplane, but it had no windows or wings, nothing. I ran up the steps to the front door and called out to my mother and father to come outside and look.

Her parents hurried out and all three of them could see the strange object moving across the blue evening sky.

- Yes, it is almost unbelievable, says her father. In fact, in my opinion an object like that shouldn't be able to fly. I saw no wings or fins and no opening, just a tube.

- We watched it for quite a while, perhaps for 30 seconds. I had the time to run back into the house to search for a pair of binoculars, which I didn't find, and back out again, before it disappeared.

The three astonished witnesses watched the object slowly moving in a northwesterly direction and disappearing into a small cloud on the horizon. By then it was at such a distance that no engine sound could be heard.

A piece of white piping

When I ask the daughter to estimate the size of the object, she says that it was considerably larger than a hand on an outstretched arm. It was so big that it would have been impossible to cover it with her hand if she had held her arm up.

- The object was white, like a white car, but dark at the rear. There was no shine there (in the back), while on the main body you could see the sun shining, says the daughter.

Her father, who made a note of his observation the following day, is also certain that the sun shone on the object.

- When I came out, we could only see it from behind, he says, but there was no exhaust or lights. After a while it disappeared into a thin cloud on the horizon.

- I assumed that it was a missile, but I may have misjudged the altitude and the size. The moment I saw it I thought: It's as big as an aeroplane. Once a thought is stuck in your mind, I suppose you adjust your eyes to make the object fit into that category.

- But you never had any doubt that the object was not an aeroplane?

- No, the sun shone on its side, so I could see it glistening. It couldn't have travelled very fast. I saw it quite clearly. Then it entered a cloud. It wasn't particularly cloudy, but there were a few scattered clouds. I saw it gradually entering the cloud and disappear.

No exhaust

- Did you see any exhaust?

- No, no. I didn't see anything dark at the rear, but my daughter saw that it was dark there, and she also noticed that the front was shaped like a cone. I didn't see that, because by the time I caught sight of it, it had moved too far away.

- So you saw it diagonally from behind?

- Yes, that's right.

- What do you think it was made of?

- It's difficult to tell, but I thought it was shiny. The sun shone on it. Apart from that, there was nothing. I didn't see anything, no wings, fins, or anything. I couldn't understand what it was.

- I couldn't hear any engine sound. My hearing isn't perfect, but both ladies say that they could hear the dull sound of an engine, like a low speed engine. While I was watching, two cars drove past and that may have distracted me.

The intelligence department at I20, the infantry regiment at Umeå, began investigating the incident after receiving a telephone call. Eleven days after the incident the witnesses had a visit from SÄPO, the Swedish security police, who questioned them thoroughly. The material was then classified.

According to the infantry regiment no Swedish aircraft were in the air at the time and one might ask why - if that would have been the case - they initiated an investigation.

I contacted the investigator from the I20 security department who has been handling this case. He is very hesitant and does not want to tell us anything about their findings. He says that the military sent no investigators of their own to the place, but does not mention that the security police were ordered to go there. However, he describes the witnesses as "very reliable".

Friends of the family express the same opinion to UFO-Sweden. Also, their descriptions tally, and are free from exaggerations or self-made interpretations.

Interview with the security police

- I have spent a lot of time and energy on this case. I wouldn't have done so, if the witnesses had not been completely reliable. I don't know what they saw, though. Perhaps it was a missile, but it could also have been something else. This has been a difficult case. I am very impressed by the witnesses. Their reliability is very high.

These are the comments by the investigator from the security police (SÄPO) who's dealing with the Håknäs incident. He interviewed all three witnesses. The daughter was questioned at her place of work in Umeå, her parents in their home.

The result of the investigation: There is no indication that the story is false. An unknown object violated the Swedish border.

The SÄPO report, which is six pages long, is classified for the protection of the realm. We are now allowed to see it. We are, however, allowed to talk to the security police officer, who conducted the investigation. Let's call him AA. We may ask him whatever questions we want and in this way

we can obtain a verbal report of an otherwise secret document.

- I have met these people and in my judgement they can be trusted. They are sensible people. We have several witnesses who have given us so many details. This makes it very interesting and we have reason to trust these reports.

- As for what this could be... It could be one of several things. Some phenomena can fool the eye a great deal. So this could have been a missile or an airplane in an area reflecting hot air, or it could have been something else.

A credible story

- The man describes the object as being cylindrical, as long as a commercial aircraft and metallic, with the colour of aluminium, without antenna, fins or tail. He says that it is soundless, has no lights or exhaust trails, no windows or holes, and that it moves at a comparatively low speed, without altering its course or altitude. And, as you know, we have not just one witness, but several. This makes the story a bit more credible than others. I see no reason to doubt these people. I believe they are reliable.

- What is your final conclusion in this matter?

- We have not come to a final conclusion; we think that they have perceived an object which could be a missile, but it could also be something else. This is extremely difficult to judge. I have not been able to obtain a reasonable explanation for this thing at Håknäs, and I'm actually still thinking that it may be a flying object belonging to the secret service of another country. I do not consider that out of the question.

- Did you check the air traffic at that particular time?

- There couldn't have been anything in that aerial territory, at that speed, at that time.

- So, as far as you can tell, this was not anything Swedish...

- No, No.

- ..and nothing was visible on radar?

- No, but we know that we shouldn't take the technical side of radar too seriously. It isn't one hundred percent foolproof. Large objects may not be visible. The radar systems cover different layers of the atmosphere. They don't give a total coverage from the ground upwards.

- I assume that you may have been in touch with the military, and other authorities, in order to find an explanation?

- Of course I have made such contacts, yes.

- But they were not able to help you?

- No, they have no explanation and neither have I. They have neither rejected nor accepted the theories we have put forward. It is an open ques-

tion. In Sweden, at least, we don't have anything at the developing or testing stage to account for this. I have also considered that it could have been an object on tow - a target aircraft - but there were no such aircraft in the air in the county of Västerbotten at that moment. So there is no ground for that idea, either.

- You must have spent a lot of time on this case?

- Yes, when you meet witnesses like these, you spend extremely many hours investigating. I made a very thorough personal appraisal of these people and I find that they are the best of their kind.

The engine sound

The most puzzling detail of the whole observation is the engine sound. The man, who is slightly hard of hearing after many years working in a sawmill, could not hear it, but his daughter describes it as a very low speed combustion engine. She told the security police that "a V-8 engine in an old American car, a Chevrolet, for example, is a high speed engine compared to this".

During my long conversation with AA, he admits that puzzles him.

- In that case, the object would be driven by a combustion engine at a very low pitch, which is technically possible, but disagrees completely with all known information about missiles and their operation.

- Could it have been something lighter than air? Some kind of a Zeppelin?

- I considered that myself, but they cannot answer that question. They say, however, that the shape was that of a commercial aircraft. The body was metallic. In principle, we are talking about a very big cigar. One of the witnesses says that the "cigar" had a large, dark, vague hole at the rear. The front was cone-shaped, like a cigar or the body of a commercial aircraft. So, at the rear there is this vague, dark hole, which means it is a jet engine or something similar, which has its exhaust there. This doesn't fit in with the theory of the low-speed combustion engine.

A Zeppelin?

- It is difficult to understand how it works...

- Yes, it's very difficult. I have considered several technical solutions. The fact that speaks in favour of a Zeppelin is the rumbling sound of an engine. In that case, it would be driven by a combustion engine which has a very low speed engine, and that is technically possible. We have, however, other things which speak against it. The speed of the object may speak in favour of it. It moved in a

straight northerly direction. If one may make a guess as to what its course was then it seems that it came from the sea, from Järnsäls. There is a boat club there, amongst other things. It ought to have left Järnsäls on a straight, northerly course. These people who observed it saw no change in altitude, or change in direction, or speed. The altitude is even, the speed is even, and the direction doesn't change.

- It should have been visible to more people along the way, don't you think? Have you discovered anything like that?

- No, and that is not strange, really. If you look at a map you can see that it moved over a large area of wilderness. It need not necessarily have flown over any other village, apart from Håknäs. It is actually quite possible that it continued on a straight northerly course without passing over a built-up area.

- There are villages there, but if you look at its course, you can see that it could have managed to pass between them. The object appears at a time when people have gone indoors to watch the local news, which are on at 19.15 hours. You don't miss those!

- So time and direction seem to have been chosen in some way?

- Time and direction mean that the risk of discovery is minimal. Our theory is that the direction is extremely well chosen if you wish to fly over a certain area with the smallest possible chance of being detected.

- Is this the best case you have ever investigated?

- Yes, because we have several sensible witnesses and many details, and it had just happened! Many times, I have received similar reports when they are a year, or two years old. Memories fade and details vanish. I certainly talk to the people involved, but the quality is often not acceptable. Here, I was called at an early stage. It happened on the 25th of August and I was called in on the 3rd of September.

- What did the family see? What could it have been?

- In my judgement, it was a missile, but I'm in doubt as to how it was driven. It is impossible to tell which direction it came from. I have carefully studied military literature concerning similar events, but I have not found anything that applies to this case. Nothing. I have done a lot of work on this, but I haven't found like this before. This is a difficult case.

Sources: Telephone interviews with two of the witnesses on March 2, 1992, several conversations with the security department at the infantry regiment and with the security police officer.

AFU Newsletter 37

Close encounters with unknown missiles

by Clas Svahn & Anders Liljegren

On several occasions civilian aircraft with hundreds of passengers have encountered unknown cigar- or missile-shaped objects. A few unexplained collisions in the air have resulted in the loss of human life. AFU Newsletter reviews a dozen incidents from the last decade. In a recent interview with Clas Svahn an Alitalia pilot confirmed, in detail, his sighting report to British authorities.

Some of the incidents we will be reporting are not known to a wide audience. No one (outside of the intelligence community?) seems to have mapped the full picture. There seems to be a recurring pattern behind these incidents. In some cases authorities have actively covered-up what has happened. One must presume that military organizations try to conceal that they mistakenly have nearly hit -- or sometimes even shot down -- civilian aircraft.

All indications point to the reported cases being just a tip of an iceberg. More incidents probably lurk behind the surface, never being reported.

The crashes

At 20.56 hours on June 27, 1980, an Italian DC-9 from the Itavia company was on a flight from Bologna to Palermo on Sicily. Suddenly the tower at Ciampino near Rome lost contact with the plane which, seemingly without reason, dived into the Mediterranean killing all 81 on board. The next day some remains of the plane were found near the island Ustica while the main body had sunk to a depth of 3.500 meters. An investigation of some of the dead bodies, found at sea, pointed to some kind of external explosion or outside impact as the cause. Fragments from the undercarriage were found in the dead bodies which speaks against the theory of an explosion within the aircraft.

Analysis of metallic fragments convinced the investigation committee that the DC-9 was shot down by a military missile. Remains of phosphorus, common in missiles, were found in the bodies.

An anonymous military source, who contacted an Italian journalist the same night, claimed that the plane was hit by a missile. At a senatorial inquest, ten years later, a sergeant at a military control centre admitted that he had seen the plane disappear off the screen. Previously it had been

categorically denied that the military had kept the plane under surveillance. The plane's radar echo was followed, on a parallel course, by another target. Then it was hit by a third (unknown?) object on a crossing trajectory and the resulting cascade of debris, seen on radar, was thrown in the same direction as the crossing object had moved. (1)

The Irish Sea

A similar accident happened in 1968, when an Air Lingus Viscount plane went down into the Irish Sea and 61 people were killed. Six years later the parts of a RPV-like missile were fished out of the sea, and the connection with the previous accident was made. The plane had passed south of a military test field for rockets near Aberporth in Wales. There has been no official confirmation of the presumed connection. (2)

According to "The Sunday Times" a similar incident occurred in 1982, when another Italian DC-9 almost collided with a mysterious object at 27.000 feet. The unknown object exploded near the plane. Passengers on board described the object as a "fast-moving projectile, like a missile". (3)

The Norwegian case

On March 11, 1982, a Norwegian Twin Otter with 15 people crashed off Honningsvåg in the northern part of Norway. The plane was on route between Berlevåg and Mehamn when, for unknown reasons, it crashed into the sea. All on board perished. First, the pilot was blamed but two witnesses had seen a fighter-like plane in the area seconds before the the crash. One of the witnesses, Selius Samuelsen, saw two airplanes "melt together".

The chairman of the investigation committee, lieutenant general Wilhelm Mohr, emphatically denied that any Norwegian or NATO airplane was in the area. According to the Narvik newspaper "Fremover", a radar plot of the incident showed another echo on parallel course with the Twin Otter shortly before the accident and that the two plots crossed each other at the place of the accident.

- There is no doubt that the Twin Otter was hit by a NATO plane, says journalist Oddvar Kristoffer-

sen of the "Fremover" newspaper, who has spent a long time investigating what really happened. Kristoffersen is convinced that the official explanations and the two crash investigations have been laid in order to protect NATO interests. (4)

The interesting thing about these cases is the secrecy and the lies from up high. All methods are allowed to cover-up the real cause. Such pieces of desinformation we must always count on concerning incidents that involve unknown missiles.

And the incidents continue. Sometimes the cases are so similar that it seems that the same blueprint was used.

Australian RAAF report

One case comes from Australia:

"17th December 1984 at 1500 (3 pm). From RAAF files, Canberra. A pilot observed a missile shaped object with tapered body coming to sharp conical point at nose and cut off rear section with "fins". The pilot considered it to be not unlike a cruise missile which was sand colored. No sound or exhaust was emitted. It disappeared after about 2-3 seconds, into the sky rather over horizon." (5)

Over the Swiss-Italian border

A Greek Olympic Airways aircraft (flight OA 132) with 61 passengers on board had a very close encounter with a missile on August 15, 1985. The aircraft, with Christos Stamulis as chief pilot, was on route from Zürich to Athens and was just passing the Swiss-Italian border.

At 16.05 hours Stamulis contacted the Linate control tower and stated that he had just seen a projectile without wings pass by, from left to right. The Boeing 727 was flying in air corridor "Amber 14" on a southeasterly course at 7.500 meters altitude. It was just preparing an ascent when the missile passed by, only some 60-150 meters below the aircraft. The missile was dark brown, or black, and a couple of meters long. The passengers on board knew nothing about the near-hit.

Who was responsible? The Swiss military had, only a few minutes before the encounter, ended a military maneuver in the St. Gottard area with civilian air traffic being closed off. But spokesmen said the exercises were only with Army units and did not involve missiles. The Swiss military had three rocket systems at the time: Bloodhound, Rapier and Sidewinder. None had been actively used from Swiss territory. The Swiss Sidewinders have only been tested at the north-Swedish missile test area near Vidsel (sometimes used by the military forces of other neutral countries).

Judging from it's direction of flight, the projectile must have come from the Italian side of the bor-

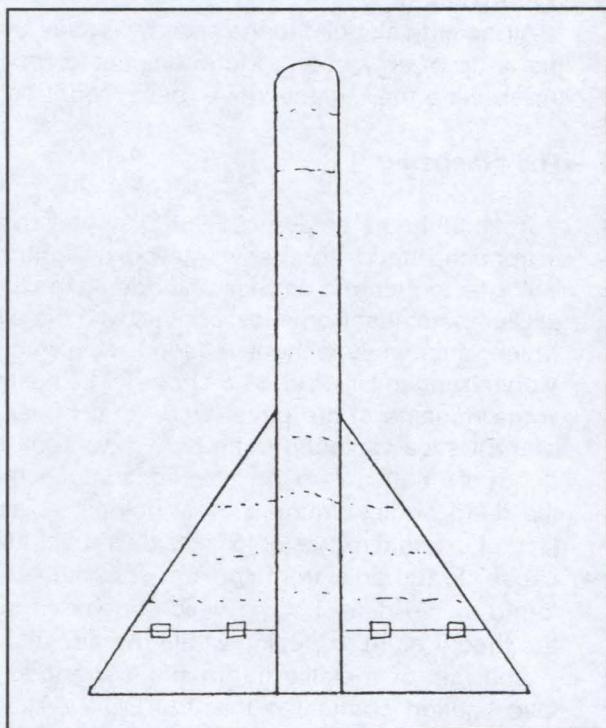
der. Italian authorities denied knowledge of any military tests. The missile had, reportedly, not shown up on military radar and neither Italy nor NATO had anything going on that could explain the sighting.

The theory of a balloon was denied by Stamulis: "That was a military device, of that I am sure. It was a ballistic rocket." A radar operator stated that objects of that small size, travelling at great speed, could not be spotted on civilian radar. (6) Was it a long distance test flight of an American or Soviet cruise missile?

Missile that followed the power-lines

Three days later, on August 18, 1985, a similar encounter happened in Sweden. Four civilian pilots were flying a Cessna on a southerly course along the Swedish east coast, near Söderhamn, when they discovered a missile-like object, som six meters long, on a counter course.

- We were flying on about 1.000 meters between Umeå and Gävle when one of us suddenly spotted something glistening in the sun over the woods in front of us, says Per Lundqvist, who piloted the aircraft.



- Coming closer we saw that it was a metallic missile with steering fins at the back. Now and then it changed it's course according to the terrain and I interpreted this as if it was following the power lines below us.

- Since we had become curious I dived down towards the missile and turned our plane to try to

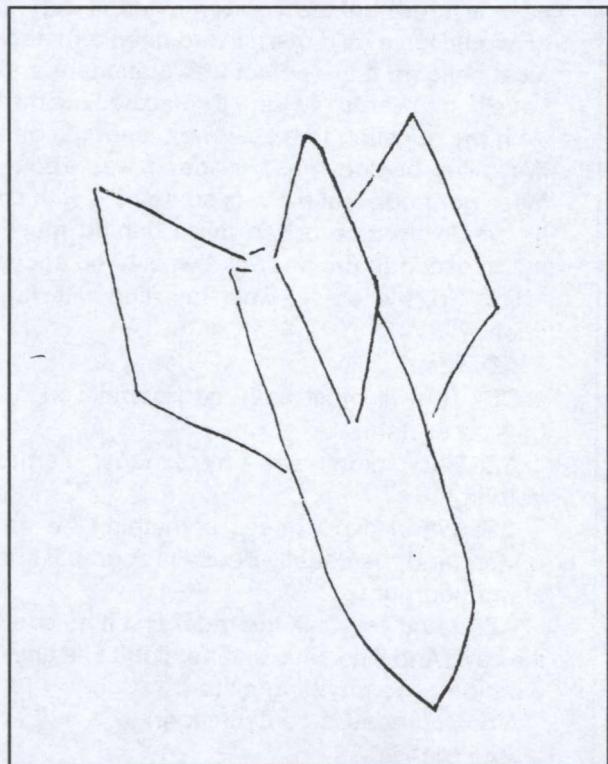
follow, but this was impossible. We simply didn't have the engine power to compete with the object. It disappeared from us at an altitude of a few hundred meters.

The four pilots reported the incident to the military who attempted, in vain, for a six month period, to identify the object. However, no one from the defence authorities made direct contact with the pilots after their first report. (7) This kind of non-interest in the violation of Swedish air by unknown aerial objects (as compared to the military high-level interest in the recent wave of Swedish submarine violations) is typical, yet strange.

The Delta case

Another small missile was encountered at 29.500 feet by the captain, William Cantrell, and the crew of Delta Airlines flight 1083 between Pittsburgh, Pennsylvania and Atlanta, Georgia. This happened on June 25th, 1987. The incident occurred near Charleston, West Virginia.

A small missile seemed to be heading straight for the Boeing 737, and its 60 passengers, before passing to the side and some 500-600 feet below the aircraft. The Federal Aviation Authority (FAA) report on the incident, released soon after the incident stated:



"The captain reported the missile had a short 4" squatly "Homemade" appearance. He described the projectile as approximately 4-6 feet long with

large fins attached which ran halfway up its length. The main body of the missile was a white and yellow color and the fins were a beige to brown color. He said it appeared to be descending and unpowered when it passed below him. The pilot stated that he took no evasive action."

The object was reported by the newspapers (contrary to the FAA report) to have been moving "at high speed", in a northerly direction. Pilot Cantrell said he saw no exhaust from the missile. In this case a blimp-shaped balloon (notice the pilot's description of the object as being "homemade") may be a plausible explanation although the prevailing winds at the time does not support that solution. In a routine manner (?) a Pentagon spokesman denied anything military could explain the sighting. (8)

Over the English channel

A little more than two years ago, a missile sighting was made by an Italian pilot, Achille Zaghetti, on a routine flight from Milan to London. On April 21, 1991, Zaghetti and his co-pilot were piloting a McDonnell Douglas MD80 with 57 passengers on board. They had just begun the descent to Heathrow, over the English Channel. It was 20.00 hours.

Clas Svahn interviewed the Italian pilot over the phone in his home in Rome, early this year, and this is his story - with a few abbreviations.

CS: Could you tell me, in your own words, what happened?

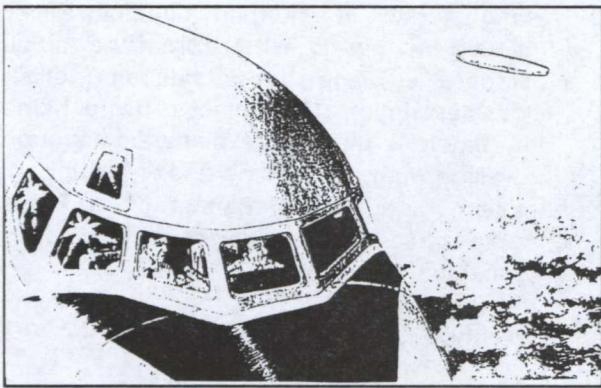
AZ: It was during descent, and our position was right in the middle of the Channel between France and England. We were coming down with the autopilot, which is connected to a computer. The descent rate was 1.200 feet per minute. When we were at about 26.000 feet we increased the rate of descent. Of course, when doing that, the speed was going up and we were going faster. So, me and my co-pilot looked outside since we had another aircraft in front. We didn't see the shape of that aircraft, we just saw their anticolision lights. The other plane was ahead of me, about 15 miles. It seemed to us that we were using this distance because of our increasing speed. We were looking out occasionally. Usually we do not look with such intensity as we did this time.

I was crossing 22.100 feet and we were heading 321 when I saw something coming, heading 110-120, about.

CS: So the object was coming from left to right in front of you?

AZ: It was coming from the left to the right. The day was coming down but we had light because of the height. So I saw something circular, very similar to a missile. I used the word "missile"

because of the shape, not because I saw a missile. It was like a missile. It was round, about ten feet long, light brown colour and I said to my co-pilot "look out, look out". He was already looking outside with me because of the flight in front of us, not because of the unknown object. And he saw what I saw.



We reported it directly to the control and I asked "Have you something on your screen? It should be behind me now". Our speed was about 380 knots, but I don't know about the object's speed, of course.

As soon as I asked this to the control, he said to me "Yes, I target something that is now ten miles behind you". That he said in the moment we asked him. When we landed in London I called, I think it was the chief controller, or something like that, and he told me that we were targeted at 22.100 feet.

After one day they told me that it had been a helicopter going northeast, instead of southeast as I had said. And, as you know, it is impossible for a helicopter to be at 22.000 feet. I suggested that they should replay the radar tape again and look at all the spots and rebuild the scene. That was what I suggested the day after, but I never have had any exchanges of ideas, as I am now having with you, with anybody from the British state, or someone else.

CS: I wrote a letter to the Civil Aviation Authority in London and got a reply. I can read from it if you are interested.

AZ: Yes.

CS: "Both Air Defence and Army firing ranges have been ruled out and the Ministry of Defence had no report of any space activity which could provide an explanation. The description of the object does not correspond to that expected had it been a meteorological balloon. The investigation has therefore been closed and the sighting will be listed as an unidentified flying object". So it is no helicopter anymore.

AZ: No helicopter. It is very strange... They thought about a meteorological balloon and so did

I. As soon as I saw this object I scanned my INS platform about the wind. I remember that it was coming diagonal, five knots. Usually it goes straight up. It never goes in line as the object I saw, especially when there is no wind.

CS: Was this object passing between you and the other aircraft?

AZ: No, the other aircraft was below, at about 12.000 feet.

CS: How many minutes later did you land at Heathrow?

AZ: This was 23 minutes before landing.

CS: How was the weather at the time? Was it dark?

AZ: It was dark down. It was light up because of the sun.

CS: You didn't see any exhaust trail or something?

AZ: No. If you take a military aircraft, they carry an extra tip-fuel. It was similar to that as far as I remember, the shape could be that.

CS: But it was hard to see exactly?

AZ: Yes, quite impossible, it was just a flash. First, I didn't even want to make a report because it is always difficult that someone will believe you.

CS: So, if they hadn't seen it on radar on the ground you wouldn't have reported it?

AZ: No, I say no. It is strange that when I say "we have something around me that now should be behind me" the controller said to me "yes, you have a target behind you ten miles". I don't think he would have said this if it had been a meteorological balloon. If the object was stationary and not travelling towards me, and if you calculate the time from my question to his answer, it should be four-five miles behind me. My speed was about 400 miles per hour. But if it was something with speed he would be nine or ten miles behind me. From my question to the answer it was 40-60 seconds.

CS: So, the object was travelling with its own speed?

AZ: Yes.

CS: Then it must have had some sort of propulsion system.

AZ: But I didn't see any exhaust, flame or... nothing.

CS: When a pilot sees something he doesn't understand, he usually doesn't report it if I understand you right?

AZ: Usually we ask the radar first if he saw what we saw. And if he says that he didn't see anything, we didn't see anything either.

CS: You need a confirmation.

AZ: Yeah.

CS: How were you treated afterwards, when you told other pilots and persons of your experience?

AZ: Some people smiled and some people asked me what it was. Some want to make cla-

mour of this but I left home for four days to avoid the press. This is something you experience once in a lifetime and I will never forget it. It is like a photo that will never get out of my head. It was very, very fast. Even now I remember these brief moments. (9)

The Alitalia encounter hit the headlines and got front-page attention in newspapers such as The Sunday Times (10). According to a letter from CAA, the British Civil Aviation Authority, there were no military missile launchings that could explain the sighting (although the plane had been over an infantry training area). (11)

Paul Murphy, a member of the British parliament approached the Ministry of Defence on the matter. The MoD claimed that at no time, so far, had there been any treat represented by UFO incidents such as this... (12) Believe it, if you like.

A cylindrical body

The next incident in our list took place over the British mainland, on June 1, 1991, and at 1438 hours. A Britannia Airways Boeing 737 was bound from Dublin to London-Heathrow descending at 8.000 feet on a 110 degrees heading. The two pilots both saw the unknown object for a very short period of only 1-2 seconds. It was seen through the windscreen and disappeared very rapidly down the port side.

The flight officer described the missile (?) as a yellow-orange cylindrical body with a possible "wrinkled appearance". The size was estimated to be about 10 feet. The pilots theorized that it might have been a meteorological balloon, but the closure rate seemed very rapid for a stationary object. The CAA committee considered the weather balloon theory improbable, but one member thought that the "wrinkled" appearance of the body could suggest an advertising balloon that had broken away, although none had been reported. The case is still considered unidentified. (13)

The Dan Air case

Four passengers on board Dan Air flight DA 4700 from London (Gatwick) to Hamburg saw yet another of the unknown missiles on June 17, 1991. The wingless projectile passed below and to the left (north) of the Boeing 737. The missile appeared to be flying at an altitude of 4-5.000 feet just above the cloud layer. In Hamburg, the passengers notified the flight crew and a report was written.

The main witness was German engineer Walter Liess. He was seated by a window and saw, at about 1830 hours, a flying object without wings and with no vapour trail.

"The object was slender, grey, and, so it seemed, sort of cigar-shaped. Its flightpath was on a parallel with ours but diametrically opposed. The object flew over the cloud-deck and under our aircraft; the object seemed to oscillate in altitude. It's possible the object was standing still and only gave the impression of movement (i.e. relative motion). The object was estimated to be visible for 2-3 minutes."

The Dan Air crew had not seen the object, but three other passengers did. (14)

The Britannia encounter

A few months later, on July 15, 1991, another Britannia Airways Boeing 737 on a holiday flight from Crete to Gatwick (London) had a similar encounter at 17.45 hours in the evening. Descending at 15.000 feet the co-pilot caught sight of a "small black lozenge shaped object" some 500 meters ahead and above. The object was on a collision course and within two seconds it passed the aircraft's wing at a distance of only 100 meters at less than 10 meters above the wing. No impact or "wake" was felt by the crew and the passengers were not alerted. The pilot assessed the risk of collision as high.

When reported to the London Air Traffic Control Center the missile was picked up on radar moving away from the aircraft. It was moving at 100 miles per hour in a southeasterly direction and was no known traffic since it had no transponder to identify it. Another aircraft was warned since the unknown target appeared to change heading towards it, but the other aircraft saw nothing. The radar target might, however, have been a helicopter on a lower level.

The sighted object was very small, some 1,5 feet in diameter, very smooth and roundish. A balloon, meteorological or toy, was suspected but this does not conform with the radar reports of an object moving at 100 m.p.h. -- if that was the unknown object. The official report still regarded the unknown object as "untraced". (15)

The United Airlines case

The pilots of United Airlines' flight 934, a Boeing jumbojet, were the witnesses in the most recent incident, on August 5, 1992. They were on route from Los Angeles to London and the sighting occurred some 50 miles NE of George Air Force Base at about 13.45 in the afternoon. The 747 was at 23.000 feet departing from Los Angeles on a 40 degree heading.

Suddenly an unusual aircraft came directly towards the aircraft and passed under them at an estimated distance of 500-1.000 feet. During

several seconds the crew got the impression of "a lifting body configuration, and they described it as looking like the forward fuselage of a Lockheed SR-71 - without wings but with a tail of sorts." The edges of the fuselage were rounded instead of sharp. The size was estimated to be similar to an F-16 (some 50 feet long). Speed was considered as supersonic.

The Defence Department and the Air Force denied any knowledge but added: "we're not the only ones with strange projects", referring to the CIA and other organizations. (16)

Summary

The reports in this category appear - at first sight - to be very similar but may, in fact, be a very mixed bag:

1. Military ballistic missiles gone astray. It is public knowledge that at least two Soviet missiles went astray in the 1980's: one (probably a target missile) fell into a Finnish lake (December 1984) and was later returned to Russia (17), the other (a SSN-8 submarine shot on Sept. 11, 1986) landed in the borderlands between Russia and China (18). Large continental/intercontinental ballistic missiles travelling at three times the speed of sound are unlikely as a cause for most of the mid-air encounters. Small anti-aircraft and other military purpose missiles are much more likely.

2. Remotely-piloted vehicles and cruise missiles. Travelling at much lower speeds - and not on ballistic trajectories - objects in this category are the most likely candidates to explain the sightings. Cruise missiles, like the Tomahawk, may have been tested over the US and Europe. In Sweden and Norway there are several hundred RPV/missile sightings reported by ground level witnesses during the past 40-50 years. One peculiar factor in some of these sightings (as in the mid-air incidents) is the reported absence of any exhaust, vapour trail or other signs of a propulsion system.

Most sightings in this category (like the aircraft encounters we have summarized in this article) are of a very short duration. Usually not more than 4-5 seconds. This may explain, in part, the official non-interest in the cases. The sightings are difficult to "prove" since they rest mostly on eye-witness data alone. Note, however, that in four of the cases reported in this article, the objects were probably spotted on radar.

3. Balloons. Balloons of different kinds may be another explanation. Meteorological balloons usually collapse at relatively low altitudes, but large toy and advertising balloons may be likely. Five of the cases reported here occurred at altitudes above 20.000 feet. For pilots on high-speed aircraft it may be difficult to judge whether an

approaching object is self-propelled or just blowing with the prevailing winds.

4. Para-missiles. By comparison, there are volumes upon volumes of historic data recording "technological imitations" -- "ghostly" or "phantom" appearances in our skies. To name but a few: the airship waves over Poland in 1892, the American continent in 1896-97 and over Europe, New Zealand and South Africa in 1908-1914; the ghost fliers in Canada and Norway 1914-1916 and in Scandinavia 1933-1938; the ghost rockets of 1946; ghost fliers again over west-Sweden in the mid-1970s; the Hudson valley boomerang in the 1980s; the Belgian triangle wave in 1989-91, and so on. Many of these waves have been associated with developing technologies in other parts of the world, but with no positive or definitive correlation made.

After all, are these "technological imitations" a mirror of the human mind...? In that case the hallucinations are very much of the collective kind.

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AFU Newsletter 37

Miniature stealth-like plane over Lake Vänern

by Clas Svahn

One of the few Swedish daytime sightings in 1992 occurred in Brandstorp, south of Hjo, on the 20th of June. It was reported to UFO-Sweden the same day. Three days later Clas Svahn and Håkan Blomqvist visited the village and interviewed the witnesses.

Brandstorp is a small place between Hjo and Jönköping, on the shores of Lake Vättern, Sweden's second-largest lake. We stop near a two-storeyed house on the edge of the village. It is one of those many hot summer days, last summer. It is about one hour before noon and the sun is high in the clear, blue sky. Conditions are exactly the same as three days ago. Sighting conditions are perfect.

We meet Hans and Seija Augustsson in the garden behind their house. They tell us about their experience in a low voice, without a lot of fuss. It is not the object itself that puzzles them most, but the sound. That strange, undefinable sound.

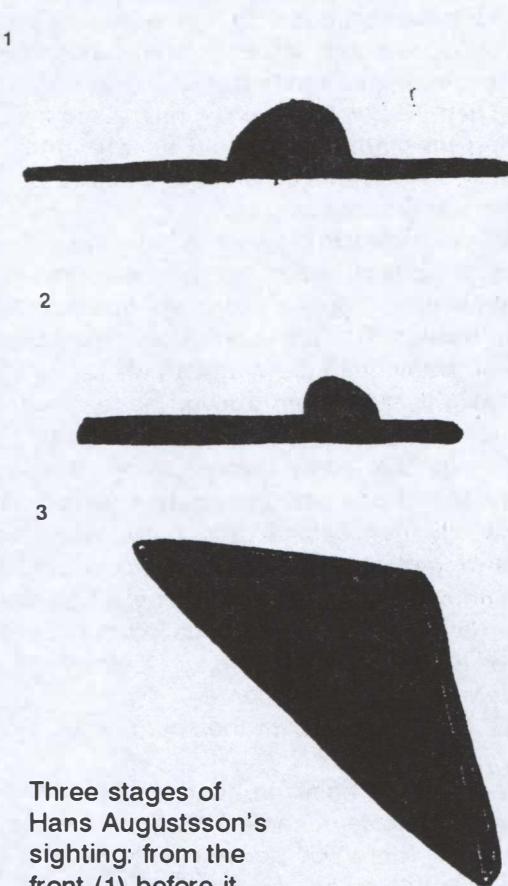
At the marina

This is what happened. It was almost exactly 11 a.m. on June 20. The sun shone from a clear and blue sky. It was +20°C and Lake Vättern was as smooth as a mirror. Hans and Seija Augustsson had some relatives staying with them. There were five of them in all. They walked towards the marina, from which you can see the island of Visingsö. The marina is protected by a breakwater and behind it is a thick, green forest.

As they reached the water, Hans and two other men (a cousin and Hans' brother-in-law), walked down to the area where boats are overhauled. That particular part of the pier is parallel to the edge of the forest. The three men stood only a few meters from the nearest tree.

Seija and the cousin's wife continued walking towards the breakwater, where they stopped and chatted.

- While we were walking and talking, I happened to look up at a point just over the treetops, Hans tells us. Then I saw something small and black coming towards us. At first, I thought it was a small black bird. That thought had just about entered my mind when I saw that it was an object flying at an incredible speed. I called out to the others: "Look up there, what is that?"



Three stages of Hans Augustsson's sighting: from the front (1) before it changed course and he could see from the side (2). Finally, as it disappeared in the distance he could see it from behind (3).

The instance Hans called out, the object was already above the lake. It happened very quickly and Hans never got round to using his binoculars, which he carried in his hand.

- By the time everyone was looking up, the object had become a small, black dot in the distance. I observed it for 5 or 6 seconds, at the most. We all heard the sound, SWISH, it said. It wasn't really the sound of an engine, it was just a suction, as if something had passed at a great speed.

On the other side of the marina, Seija and the other woman heard Hans calling out.

- We stood on the pier, 15-20 meters away from

them. We didn't know what the men were talking about, we couldn't hear each other. Then I heard a sound, and so did my friend, but we didn't react to it. It was a sound you hear when you dream about space, a metallic, cosmic sound. That's what made me react. What's this coming, I thought. I have never heard that sound before.

- It was a singing, whistling, or rather whining sound. It was a sound that gave you an impression of speed and strength, but it wasn't loud. There is no name for it, in my opinion.

- Then I saw the men running around and waving their arms. They told us what they had seen. I said: "We heard the sound, clearly".

Hans Augustsson:

- What is stuck in my mind is the moment when I saw the object above the treetops. I could see something that looked like wings and something like a cockpit. The plane was completely black. It was so small that I didn't react until it was above the lake. It came from above, made a turn and continued in a straight, northerly direction.

- I saw the cockpit very clearly. The plane continued in line with the horizon. As we saw it diagonally from behind I thought it resembled a delta-winged aircraft. We got no chance to see much more of it before it was gone. It flew straight towards Karlsborg. When I called out "Look up there", and everyone looked up - it was gone, and that's when the sound came.

CS: Can you compare the sound with anything else you have heard?

HA: It was a whining sound, combined with a low engine noise of some kind, but it was so soft and quiet. There was power in it, however.

CS: Could you see any exhaust trail?

HA: No, nothing. We thought it was an airplane, but it was too small. Then it was the speed. I had time to think "What is this?", before it became a dot, kilometres away. At that speed, there should have been a tremendous roar, had it been a jet. There was just this soft, swishing sound.

CS: Could it have been a model of some kind?

HA: Not at that speed.

Completely black

CS: Perhaps it was flying at a very low altitude?

HA: No, no, no, not a chance. You could tell that it was a solid flying object. It wasn't big. It flew incredibly fast and was completely black. You didn't grasp the rate of speed until afterwards.

CS: As it turned, did it behave like an airplane, did it turn over on its side?

HA: It was flying straight ahead. That's how I perceived it. It never turned over on its side. It was halfway between the shores of Lake Vättern. It flew at a comparatively low altitude. It must have been

a metallic object and so it must have been visible on radar, even at that speed. In four or five seconds it was just a dot on the horizon.

CS: If you were to measure it with your fingers on your outstretched arm, how big would it be?

HA: Two centimeters.

A remote-controlled plane?

CS: Big enough to be clearly visible?

HA: Oh, yes. Both of us got a good look at it. If I had looked through my binoculars immediately, I would have been able to see it for a few seconds. On the other hand, perhaps I would have lost sight of it altogether. The funny thing was that I expected a real roar from a jet aircraft afterwards. But no, there was just that sound, "schoouopp". I'll never forget that sound.

UFO-Sweden contacted the duty officer at the F6 air force wing at Karlsborg the same day as the observation took place, and the information department of the Air Staff in Stockholm the next day. Both stated that no military activity had taken place in that area. The only airborne aircraft on that day was on a mission over the Baltic.

What did the five people see and hear at the marina? It is difficult to tell. The object itself was real enough and the sound left no doubt that something real had flown by. Although the object was relatively small, the beautiful weather made it easy for Augustsson and his relative to see it. For the moment, we can't get any further. "A remote-controlled airplane" was the suggestion made by the Air Staff. The theory remains to be proven.

Another witness

Another witness came to our attention. She had heard a similar sound in the afternoon of the same day, between 16.00 and 17.00 hrs. The woman, who wishes to remain incognito, lives in Hjo and gives the following description of the incident:

- I was at work when I heard a strange sound from above the house. My immediate reaction was that a flying saucer had passed over the roof. It sounded exactly as I had imagined such a thing would sound like - an eerie, cosmic sound.

The woman rushed out to see what it was, but there was nothing to observe. Of course, it's impossible to say if there is any connection between these two reports, if the sound could have been made by the same object 4-5 hours later.

In any case, the Brandstorp incident must be labeled a UFO.

Source: UFO-Aktuellt, issue 3/1992, pp. 9-11,
UFO-Aktuellt, issue 4/1992, p. 19.

Translation: Christina Gustafsson.

The Russian UFO press - a view from within

by Vladimir Musinsky

Russian ufologist Vladimir Musinsky paints a rather pessimistic view of Russian ufology. This article was translated by Stefan Roslund, former editor of the Swedish edition of "News from the Soviet Union". Roslund, out of work when the magazine terminated, is now employed for six months as a full-time ufologist by AFU and UFO-Sweden on their ALU project.

It is certainly no easy task to write about the Russian UFO press. I might as well try to describe the shape of liquid jam.

I would like to start with the latest edition of the newspaper "Fourth Dimension". I do that, because it is published in my home town of Jaroslavl not far from Moscow, because I was one of the initiators of the paper together with the present editor-in-chief Yuri Smirnow, and because it, in my opinion, is an excellent example of today's UFO press in Russia.

The first half of this paper - and most UFO publications in Russia are newspapers - concerns biolocation (dowsing). This has only an indirect link to the UFO problem since the use of biolocation at UFO landing sites is mentioned. We find a small article concerning a ghost-ridden flat without any connection whatsoever to UFO:s. The article "The third eye" is an excerpt from a book about Indian religious philosophy. Only an advertisement and some letters from UFO witnesses on the fourth and last page have actually anything to do with the UFO subject.

Mysticism

Unfortunately, the Russian UFO press is infatuated with deceases like mysticism, magic and all kinds of devilish themes with no UFO connection. The newspaper "Anomaly" from St.Petersburg took the lead when it, chasing for volume but lacking facts, filled the pages with a lot of garbage.

The Russian UFO press doesn't even attempt to make a scientific analysis of alleged observations, because that means you have to consider facts and figures and - of course - to indulge in the dull work of trying to verify the facts. Our homebread "thinkers" consider their personal opinions as scientific hypotheses, and they can -without a blink of the eye - either ignore the facts that really exist or fabricate "facts" that suit their purposes.

One ufologist in the Russian Far East, e.g., came to the conclusion that, since there were no bodies found after the South Corean airplane was shot down in 1984, they were taken away by extraterrestrials. I asked him what facts he based that assumption on, but of course he had none.

Gagarin abducted...

For a long time there were rumours that Gagarin had been "abducted". The followers of this fairytale didn't for a moment consider the fact that the first cosmonaut of the Earth simply would be of minor interest to the aliens. He was just a test pilot who happened to have the right height, weight and health for the first flight! Excuse me, but you could hardly consider him another Kant, Hegel or Socrates! Besides, documents have been published, proving that Gagarin was killed due to criminal negligence of the people who sent the planes off on a flight when the sight was bad, the instruments were out of order, and when two planes flew at the same altitude. (*Gagarin was killed in an air crash in 1968. Editor*). But far too many of our ufologists don't care about these facts.

It's a normal thing when a publication gives expression to the views of the owner or the editor-in-chief, but when it insists on its own impeccability there's something sick about it.

Sponsors

Our UFO publications can only exist with the support of sponsors, but our businessmen are sometimes afraid to have anything to do with them. After all, these publications are aimed at a specific audience, and businessmen need to show their products to "normal" readers. To search for sponsors is a gamble. The printing paper for "Fourth Dimension" is provided for free by a local factory. Otherwise this publication would have been dead and buried long ago.

In our district alone we have two more UFO publications: "The Unknown", which comes out when the editor has enough material, and a supplement to the newspaper "The Apostle", supported by a local broker. In other districts there may be no publications at all! For my own part I have been lucky enough to find a sponsor, but he lives in another city and, unfortunately, that means that my "Cosmic Harbinger" so far has only come

out with one issue.

Despite the lack of sponsors there are crazy people who try to do something. Crackpots in St. Petersburg even launched an international magazine called "Terminator" with close links to ufology. I don't know if it still exists. And the association "Unknown Ecology" publishes, in cooperation with the news agency ITAR-TASS, a journal entitled "Anomaly".

In the kiosks there are few periodic UFO publications to be found. Unfortunately there is no journal or paper that could unite all Russian ufologists. Unperiodical journals I don't even buy, since they all contain almost the same articles and lack fresh ideas.

Our country experiences a very severe crisis. But the crisis within Russian ufology is even

worse. Besides the lack of money, there are other strong enemies: jealousy, intolerance, even hatred, narrow and provincial thinking, and there is small chance for fresh ideas to break through. The richer ufologists travel abroad, but so far no good has come out of that.

As the old communist press usually worked, at the end of a critique article I should be obliged either to show how to come to terms with the shortcomings, or to express my conviction that everything will turn out all right in the end.

But, honestly speaking, I don't see how these shortcomings may be eliminated, and I'm not even convinced that Russian ufology will grow stronger. Maybe it will even die out. But that, of course, is my very personal opinion.



B Föreningsbrev

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